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STRATEGIC SERVICES UNIT, WAR DEPARTMENT

Country: Poland/USSR

Subject: Soviet Airfields in Poland

Date of Information: March 1946



Comment: This supplements ~~SECRET~~, memorandum of 2 July 1946, ~~SECRET~~, memorandum of 6 June 1946 and ~~SECRET~~, memorandum of 8 June 1946 and ~~SECRET~~, memorandum of 2 July 1946.

1. The HQ of the Soviet Air Army for Poland was identified in March 1946 at Moscow. Comment: Earlier reports gave the same location.)
2. The following Soviet airports have been identified in Poland:
 - a. Medla - northern part of the town, along the highway leading to Plesk. About eighty fighter planes. Some workshops. Planes had Polish markings. Sixty percent of the personnel was Soviet.
 - b. Bielany near Torun - approximately 200 fighter and bomber planes on the field. Comment: This presumably refers to the Torun airfield, 2 1/4 miles WNW of Torun.)
 - c. Wrszay, about 3 miles NW of Torun - sixty bi-planes were grouped in an adjacent woods. The Torun forts situated near the airfield, were manned by Soviet troops. Artillery is mounted in position; there are thirty-six guns. The number of planes in the Torun region was greatly increased during March 1946.
 - d. Zembek, a village in the district (powiat) of Zawiercie (50° 30' N, 19° 10' E) - an airfield with a large number of fighter planes.

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- e. Lask, 12 km SW of Plesk - Soviet airfield, covering an area of approximately one square kilometer. It was completed in the autumn of 1945, and German PWs were employed in its construction. Transport planes, sometimes up to six in number, arrive at this field, bringing cases with unidentified contents. The latter are subsequently taken to a depot concealed in neighboring forests. Approaches to the field are guarded and only persons employed on the field are allowed to enter. Field personnel are billeted in the castle in Lask, in private houses, and in tents in the forest. They include many officers. The officer in charge of the field was a Soviet major called Feldman.

☐ Comment: Lask - 52° 25' N, 19° 35' E - airfield known under German occupation as an "operative" field. Height above sea level: 150 meters.

- f. Pietraski - Dwanowo (12 km NW of Bransk) - construction of an airfield observed in progress during February and March 1946. ☐ Comment: At the beginning of the war, a landing ground was identified at Bransk - 52° 25' N, 19° 35' E.)

- g. Krasow-Jaskaj - during March there were more than 100 planes on the field. ☐ Comment: Presumably Jaskaj is a suburb of Krasow.)

- h. Krasow-Jasionka - approximately 100 fighter and bomber planes were observed on the field.

- i. Gdansk-Wyszczes (Danzig-Langfuhr) - a concrete airfield in good condition, one of the largest in present-day Poland. The hangars, for the most part, have been destroyed or seriously damaged. The HQ of the Soviet Air Force for the Pomorzanian District is stationed here. Very few planes are on the field. About 700 men, mostly air force, but also including infantry, and a small force of artillery, are billeted in the military barracks.

- j. Pila (Schneidemuhl) - has a very large concrete airfield in very good condition. In December 1945, approximately 150 light planes and a few heavy ones used the field. Fifteen A/A guns observed.

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- k. Pietrów-Sajpy (about 6 km SW of Piotrków) - an ex-German auxiliary airfield now improved and maintained by the Soviets.
- l. Radom-Sadkow - a concrete field with three large hangars. There is a flying school attached to the field. In December 1945, there were 800 planes, mostly bombers.
- m. Radom-Melanow - an auxiliary field in neglected condition along the road leading to Piotrków (about 12 km SWS of Radom).
- n. Bychawa (26 kms E of Lublin) - an air force refuelling station with underground gasoline tanks, and a road and rail approach.
- o. Szostyno (Ortelburg - 53° 34' N, 20° 55' E) - an ordinary meadow slightly levelled with an area of 5-6 hectares, without any buildings, used for mail planes.
- p. Szamary (Schimmanen - 53° 29' N, 20° 57' E) - a military airfield covering 800 hectares in a rectangle. It is a drained meadow. The main take-off runway is made of slag and tarred, and is 120 m. wide. The buildings have been severely damaged. In a wood near the field there are four underground tanks (capacity unknown). Planes are kept in the open along the Szostyno-Wielbark railroad line, which is not used at present.
- q. Grysliny (Grisslinen - 53° 37' N, 20° 20' E) - a military field; the surface covering 270 hectares is drained turf. Two asphalted runways 600 by 50 m, and a road for meters around the field. Buildings, a wooden shed, seven wooden hangars, three gasoline tanks (capacity 30,000 liter each). The position of the field, very good; it lies at a distance of 1,500 m from the Olsztyn-Warsaw highway; hard-surface road leading to the field, and a railroad line at a distance of 800 m.
- r. Dejki (sic, possibly should be Dorota - 55° 44' 30" N, 25° 18' E) - Military field, surface 600 by 700 m., drained turf covering 324 hectares. No runways. Three store-sheds, size 15 x 6 x 6 m. No gasoline tanks.

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- a. Prostki (Prostka - 55° 43' N, 21° 27' E) is a military field. It has a turfed surface with concrete runways. Half of it was damaged by bombing and the buildings burned out.
- b. Biala (55° 37' N, 21° 4' E) - used by mail planes; 150 x 300 m.; turfed surface, no buildings. Was used by the Germans as an auxiliary field for fighters.
- c. Gdansk-Mazury - The Soviet authorities have requested that airfields in these two provinces should be cleared by Polish units. Soviet units have now started work on reconditioning of these fields (repairs of hangars, etc.) Poles domiciled in the vicinity of the airfields have been ejected and no one is allowed to approach these areas.



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